

JOHN CURTIS PARCELL AND ESTHER LEWIS HERBERT



John Curtis Parcell was born September 10, 1825, in Onwell, Cambridge, England, son of Elijah Parcell and Elizabeth Curtis. He died January 25, 1890, and is buried in Wallsburg. His wife, Esther Herbert Parcell, died April 28, 1899.

(1) John came to Utah in 1854, in Captain Bullock's company. He had been married to Mary Kellogg in England and they had one son, Joseph Kellogg Parcell, who was born December 17, 1854, in Provo. John and Mary were divorced.

Esther Lewis Herbert, who was born June 10, 1817, at Mitchel-Troy, Monmouth, England, daughter of James Lewis and Esther Simmons or Symonds, and her husband, Thomas Rowland Herbert, son of Isaac Herbert, were also coming to Utah in this same company. Thomas and Esther were the parents of five children: James, Isaac, Emily, Mary and Esther.

In 1849, Thomas and Esther were baptized members of The Church of Jesus Christ of Latter-day Saints. They immigrated to America and started across the plains. 975

Thomas became ill in Council Bluffs, Iowa,

of cholera and died there. Being a wheelwright by trade, he carried his tools with him in a large box. Esther took the tools out of this box so her husband could be buried in it. This was in July, 1852. On returning to her wagon, after her husband's funeral, Esther found someone had taken her tools. They never were found.

John Parcell and Esther were married in 1854. They had a farm where later the old Brigham Young Academy (now high school) was and he raised sheep in Provo Canyon. He also was in charge of the toll gate in Provo Canyon, where he collected the fee charged those going through the canyon during the 1870s. The money collected was used to do repair work on the road, so it would be in shape for traveling.

Later they moved to Wallsburg, where they had a fine farm and raised cattle and sheep.

John was a staunch Church worker and took part in civic affairs in Wallsburg.

Esther was a splendid companion to her husband and family.

John Curtis and Esther were the parents of: Elizabeth, Martha and John Lewis.

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*Toll Gate Operator
Raised Sheep in
Provo Canyon
Pioneer
Farmer
Wheelwright
cattle rancher*

Toll Gates, Bridges and Ferries of the West

As the Mormon pioneers made plans for that first great journey to the West, they knew they must be prepared for river crossing. Boats, ferries and later bridges were constructed. Wherever it was feasible they left men in charge of the crossings to assist later groups. Irene Paden has the following to say of the Deer Creek Ferry, which was only one of the many ferries built along the Mormon Trail from Winter Quarters to the Valley of the Great Salt Lake. The toll collected was used to remunerate the builders of the road, ferry or bridge and also to help keep it in repair.

"Twenty-eight miles from Deer creek was the Upper or Mormon Ferry of the North Platte, near modern Casper. The earliest travelers found it, of course, in a state of nature and were utterly dependent upon their own efforts. In 1847 the well organized Mormon migration faced the river. They built light pine-pole rafts capable of carrying empty wagons, and went at the task of getting across. By afternoon of the fourth day, when they were all on the north bank, it was brought to their attention that two wagon trains from Missouri had arrived at the crossing. A bargain was struck by which the Mormons ferried the Missourians for \$1.50 per load and the privilege of buying provisions at Missouri prices. The workability of this infant enterprise was not lost on the Mormon leaders. Several of the brethren were left at the spot to 'keep a ferry until the next company of Saints came by, by which means they hoped to make enough to supply a large company with provisions.' By these simple beginnings the business-like Mormons established a system of ferries, profitable both to them and to the coast-bound emigrants."

Some of the first laws in Utah empowered certain people to build roads, bridges, and other aids to transportation. The builder was given permission to charge toll to remunerate.

ON THE GREAT SALT LAKE TRAIL

When the snow began to melt from the mountain peaks in the spring the little creeks swelled up and for a few weeks were transformed into raging torrents, too deep or too dangerous to ford. At such seasons the few ranchmen who were in the country built temporary bridges

across them, hardly ever exceeding fifty feet in length. While the streams were high, these bridges were a veritable gold-mine from the revenue paid by the freighters as toll. In order, however, to make their toll lawful, every bridge owner was required to possess a charter approved by the governor. This official document authorized the proprietor to charge such toll as he saw fit—usually five dollars for each team of six yoke of cattle and wagon.

It very often happened, through ignorance of the law or from ignoring it, that these ranchmen took out no charter, because its possession was so rarely questioned. At the trail crossing of Rock creek was one of these frontier toll-bridges. In the spring of 1866 two trains were traveling in company, one in charge of a man known as Stuttering Brown, because of an impediment in his speech. He was a man of undoubted courage, and determination. When angry, he indulged in some of the quaintest and wittiest original expressions imaginable. He was a man who appreciated a joke, and enjoyed it even if it was upon himself.

Brown's train comprised twenty teams, and the other twenty-six. His train happened to be in the lead that day, and as they neared the bridge, Brown rode back to the other wagon-master and said: "B-B-Billy, wh-what are you f-g-going to do about p-p-paying t-t-toll on this b-b-bridge?" He answered that if the fellow had a charter he would be compelled to pay; otherwise he would not. Brown returned to the bridge where the ranchman stood preparing to collect his toll, which was five dollars a team in advance. This would require one hundred dollars from Brown and a hundred and thirty from the other train. Brown refused point blank to pay the bill, and the ranchman asked him upon what grounds. Brown's reply was, "Y-y-you h-h-haint g-g-got no ch-ch-charter." The ranchman answered him that he had, and if he would go back to the ranch with him he would show it. The ranch was only a few hundred yards away. Brown accompanied him, and in a short time returned to the train. His friend asked him if the charter was all right, to which Brown replied in the affirmative, saying that he had settled for his outfit, and that his friend had better do the same, which he accordingly did.

After crossing the bridge the other wagon-master noticed that Brown was very much amused about something, occasionally indulging in loud bursts of laughter. His friend inquired the cause of his mirth, but he refused to tell. When they arrived at the camping ground that evening, and after corralling the trains and placing out the proper guards, Brown invited his friend to take supper with him. While eating he was asked what had so amused him during the afternoon. He said that when he went up to the ranch to see the bridge charter, he rode to the door, sat on his mule, and asked the ranchman to trot out his charter, and he d-d-d quick about it. The man went into a back room and pretty soon returned, shouting: "You stuttering thief, here it is! What do you think about it?" Brown looked up and found that he was peering into the muzzle of a double-barreled gun, probably loaded with buck-shot. The ranchman was pointing it directly at his head with both triggers cocked. Brown saw he was in earnest, and asked if that was the charter. The ranchman replied that it was. His friend then asked, "What did you do, Brown?" "N-N-Not much. J-J-Just t-t-t-old him, 'Th-th-that's good'—and settled." —The Great Salt Lake Trail (By Inman and Cody).

KIMBALL'S TOLL BRIDGE

Kimball's Toll Bridge, named for George Kimball, operator of the old Overland Stage station at this point, is at the junction with State 530 to Wanship.

Between Kimball's and Salt Lake City, US 40 runs over the old "Golden Pass" toll road, opened in 1850 by Parley P. Pratt. On June 29 of that year the new route was advertised as follows:

"Travelers between the States and California, are respectfully informed that a new road will be opened on and after the 4th of July . . . avoiding the two great mountains, and most of the canyons so troublesome on the old route. The road is somewhat rough and unfinished; but it is being made better every day. Several thousand dollars are already expended by the proprietors who only solicits the patronage of the public at the moderate rate of:

- 50 cents per conveyance drawn by one animal.
- 75 cents per conveyance drawn by two animals.
- 10 cents per each additional draught, pack, or saddle animal.
- 5 cents per head for loose stock.
- 1 cent per head for sheep.

—Provo, Pioneer Mormon City.

AN OLD BRIDGE WRITES PAGE IN STATE'S HISTORY

History and romance intertwine with old bridges wherever found. Utah has a number of these, and one of the most famous is the Old White bridge which spanned the Jordan river at North Temple street. Crossing the modern steel and concrete structure now in use, few people are aware that the bridge it replaced was a suspension bridge, built nine years before the railroad entered Utah.

In 1849 a single-passageway bridge, with railings at each side, was built over the river at this point. Pres. John Taylor had charge of the construction, and it was built on land owned by Ezra Benson. The bridge was not well constructed, and with the increase in traffic going from and coming into the city (which by today's standard would be considered at zero level), it began to weaken. In 1851, Theodore McKean had purchased the property from its original owner, and the city council, with his consent, determined to replace it by another and larger bridge. Accordingly, in 1860, nine years before the railroad came into Utah, this project was begun.

Preliminary to removing the old bridge, a temporary one was built. An old flat-boat, anchored on both sides by ropes, was used. Timbers were fastened and made secure on the land on each side of the river; planking was laid on top of this. The boat leaked so an old pump was frequently used to pump the water out. This boat bridge served for crossing all during the construction of the new bridge.

Huge rock abutments were sunk into the river's edge—stones so large that masonry was necessary to cut them for the purpose. Then the building of the bridge commenced. Mill-gathered timber from the forests was used, the boards being 4 by 12's. These were placed in a lattice form and secured by wooden nails. This was the first time these nails had been

used in construction, and they were so successful that it was determined later to use them in the building of the ceiling of the tabernacle. To place these nails, pegs or pins, as they are variously called, a conical hole was bored through the timber and the peg driven in. From the other side, a chisel was used to split the peg and a small part of the timber on either side of it, and a wedge-shaped piece of wood was then driven into the pointed end of the peg. This held the first peg driven securely. There was no bracing under the bridge, the whole structure resting on the rock abutments.

City creek ran in a mad riot through the center of the North Temple St. highway, emptying into the river at the north corner of the bridge, as it still does. However, the creek was open, and during the run-off season in the mountains the street was often impassable for weeks, and typhoid and other water-born disease flourished. One of the worst flood conditions developed in 1862 when high water nearly took out the west abutment. Under the direction of Andrew Cunningham, men drove piling on the southwest corner of this abutment, but the river finally broke through and the water ran directly west, taking out the old Island road bridge, one-half mile west of the White Bridge.

These yearly flood waters and the increasing traffic weakened the bridge, and it sagged dangerously. In 1879, Evan Ruston, a bridge builder who had recently come into Utah, was given a contract to strengthen it. He jacked the bridge up and drove pilings, 2x3 feet in diameter, on either side, and ran six girders 2x12 feet under it. Driving these pilings on the outside of the bridge was made possible by the use of a pile-driving machine. These were sunk into and held securely by the quicksand, which underlies the property in that section in a deep layer.

Johnston's army passed over this bridge on its way to Camp Floyd during the controversy between the people of Deseret and the U. S. Government. A toll was charged at that time for crossing all bridges on public thoroughfares. Although the exact amount of toll for this bridge is not known, that generally charged was about one cent for a person on foot, two cents on horseback, twenty-five cents for a wagon drawn by a double span of horses or mules, three cents each for a jack or jenny, etc. By 1908 the bridge was so weakened as to create a hazard, and traffic was increasing rapidly, so the old bridge gave way to the one which now stands at this historic place.

—Salt Lake Tribune.

JORDAN TOLL BRIDGE

One of the first bridges to span the Jordan river near Lehi was built under the supervision of Thomas Ashton. It was the result of a commercial enterprise, a stock company having been organized for the purpose. For this company, Charles Hopkins obtained a charter from the Legislative Assembly, which empowered the holders both to construct the bridge and to collect toll for crossing it. The act follows:

An act granting unto Charles Hopkins and others the right to build a bridge across the river Jordan.

Section 1. Be it enacted by the Governor and Legislative Assembly of the Territory of Utah: That Charles Hopkins, Ezekiel Hopkins and

Alonzo D. Rhodes, citizens of Lehi City, Utah County, are hereby authorized and empowered to form a company for the purpose of building a toll bridge across the Jordan River at any point within ten miles north of Utah Lake, that the city may determine.

Section 2. The within Charles Hopkins, and Alonzo D. Rhodes, are hereby authorized to take, and sell stock at \$25.00 each share, until a sufficient amount of stock shall have been taken to defray the cost of building said bridge.

Section 3. There shall be a committee of three chosen from among, and by the stockholders, whose duty it shall be to keep an accurate account of all expenditures, also to superintend the building, and to do such other business for the company as he majority of the stockholders may deem expedient for the general good.

Section 4. Every stockholder shall be entitled to one vote for each share he may have taken.

Section 5. The bridge shall be built to the acceptance of the Territorial Commissioner.

Section 6. The City Council of Lehi City are hereby authorized to regulate the rates of toll for crossing said bridge.

Section 7. The company thus formed may have the right to hold claim on the bridge, until they have realized one hundred per cent over and above all expenditures; after which said bridge shall be turned over to the Territorial Commissioner in good repair, as the property of the Territory.

Approved, January 21, 1853.

From the first, the bridge proved to be a reasonable success and rewarded the promoters with a substantial rate of interest on their investment. George Zimmerman was among the first toll-keepers for the bridge company.

—Leona G. Holbrook.

AN ACT INCORPORATING THE PROVO CANON ROAD COMPANY

SECTION 1. Be it enacted by the Governor and Legislative Assembly of the Territory of Utah: That Alexander F. McDonald, Warren N. Dusenbury, and Shadrach Holdaway, of Utah County, William M. Wall and Nymphas Murdock, of Wasatch County, and such other persons as may become stockholders in the Corporation hereby created, are made and constituted a Body Corporate for the purposes hereinafter specified, under the name and style of the Provo Canon Road Company, with perpetual succession for the term of twenty years; and in their corporate name shall have power to sue and be sued in all actions at law and equity in any court having jurisdiction; to purchase and hold, lease, rent or convey real estate or personal property; to sell and transfer the same, and to do and perform any and all acts in their Corporate name that any individual can or has a lawful right to do, to make and use a common seal, and to alter the same at pleasure; and to do all others acts necessary for the proper exercise of the powers conferred and the privileges granted in this Act.

SECTION 2. The capital stock shall be fifty thousand dollars, and may be increased by said Corporators to any sum not exceeding one hundred and fifty thousand dollars, which shall be divided into shares of fifty dollars each and deemed personal property. Each subscriber of stock shall pay, at the time of subscribing, twenty per cent of the sum subscribed, and the remainder in installments when called for by the Board of Directors. Shares shall be represented by a certificate signed by the President and Secretary, and shall be transferable upon the books of the Company in such manner as their by-laws may direct. Shareholders shall be entitled to one vote for each share, at all elections or business meetings.

SECTION 3. The Corporators, or a majority of them, may open books for the subscription of stock at Provo City, at such time and place as they may appoint, twenty days notice of which shall be given by posting notices in six of the most public places in Utah and Wasatch Counties; and when the sum of ten thousand dollars is subscribed, said Corporators, or a majority of them, shall give notice in like manner to the stockholders to meet and organize said Company by electing a President and five directors, whose term of office shall be two years and until their successors are elected and qualified.

SECTION 4. The President and Directors, before entering upon the duties of their offices to which they have been elected, shall give bonds, conditioned for the faithful performance of their duties, to the acceptance of the Probate Judge of Utah County and filed in his office. The said President and Directors shall form a Board, a majority of whom may do business, and shall have power to fill all vacancies that may occur in the Board by death, or otherwise; to appoint a Secretary, Treasurer, Superintendent of Roads and all officers necessary to carry into effect the provisions of this Act; and may require them to give bonds conditioned for the faithful performance of their duties; and shall have power to ordain and make such by-laws and regulations as may be necessary for building, protecting and keeping in repair Provo Canon Road; for the preservation of the timber in the Canon and its tributaries, and for all purposes whatsoever pertaining to the interest of said Company, not contravening the laws of the United States or of this Territory.

SECTION 5. The said Company shall have the right and privilege, and the same is hereby granted, to build a good substantial wagon road through Provo Canon, commencing at Provo City and extending through said Canon to Provo Valley in Wasatch County. And when the aforesaid Company shall have completed said road to the acceptance of the Territorial Road Commissioner, a toll gate may be established thereon and toll collected at the following rates:

For each vehicle drawn by two animals	\$1.50
For each vehicle drawn by four animals	2.00
For each vehicle drawn by six animals	2.50
For each additional pair of animals	1.00
For each vehicle drawn by one animal75
For each pack15
For each horseman15
For loose horses, mules or cattle, each10
For sheep, goats or swine05

Provided, that persons hauling timber, fuel or produce from within thirty miles of Provo City shall pay but one way, being entitled to a return ticket free.

SECTION 6. Any person forcibly or fraudulently passing any toll gate erected on said road shall, for each offense, be liable to a fine not exceeding one hundred dollars and costs, to be prosecuted for in any court having jurisdiction, by any officer, agent, servant or stockholder, in the name of said Company; and if any person shall obstruct, break, injure or destroy any part of the road of said Company, or any work or fixture attached to or in use upon the same, the person or persons so offending shall, for every such offense, be liable to a civil suit for the recovery of damages by said Company, and shall also be subject to indictment and, upon conviction, shall be punished by fine not exceeding five hundred dollars and imprisonment not exceeding six months, at the discretion of the court.

SECTION 7. Any toll gatherer, duly authorized by the President and Directors of said Company, may detain and prevent from passing through his gate any person riding, leading or driving animals and any carriage or other vehicle, until he has received the tolls authorized by this Act.

SECTION 8. Nothing in this Act shall be construed as to prevent the Legislative Assembly from altering and amending the same at pleasure.

SECTION 9. An Act entitled "An Act to incorporate the Provo Canyon Road Company," approved January 20th, 1865," is hereby repealed.

Approved January 15, 1867.

—Taken from Session Laws of Utah, 1867.

PROVO CANYON TOLL GATE

In the history of Rachel Pyne Smart she tells that in the year 1876 her parents, Samuel and Leah Pyne, were employed to keep the toll gate in Provo Canyon and they lived there for two years. This toll gate was located on the top of the hill above Springdell. She writes: "It was lonely up there and I sure enjoyed it; playing on the hills and watching the men float ties down the river. These men cut large trees down in the canyon and floated them down the Provo river, which was very high in those days. Father had a nice garden back of the house and one day I went with him to get some potatoes for dinner and nearly stepped on a rattlesnake. Father saw it first and with the shovel he had he soon killed it. I never cared to go in the garden after that. I remember one night a man on horseback wanted father to let him go through the gate without paying his toll. He had been drinking and had a pistol. He said he would kill father if he did not let him pass, but father would not until he paid his toll. Oh, how frightened I was and how I cried and clung to mother. I did not sleep much that night."

Such were the experiences of a toll gate keeper and his family in Provo canyon.

—Leah S. Larson.

FIRST FERRY BOAT ON THE SNAKE RIVER

In the early eighties the Snake River Forks country was being settled. Lying between two large rivers, the North and South Forks of the Snake river, there were no bridges, which made it necessary for people to either go around to the North Fork and ferry across the river, or risk their lives fording it. The stream was very treacherous, especially at certain times of the year. This of course made it very hard to get any place on the other side of the river or to enter the forks country.

So in the year of 1886, a man by the name of Hyrum Grayel of Butte, Montana, Dan Perry and C. M. Squires, conceived the idea of putting a boat on the South Fork of the Snake river to shorten the route to Idaho Falls, and other points south.

In the fall of 1886, at the point of the hill near what was known as the Hawlet Ranch, the installation of the project was commenced. A dugway down the side hill was first made, and landings on both sides of the river were installed with cable anchors, including a windlass for adjusting the steel cable in early spring when the water was high.

Under the direction of C. M. Squires, in the early spring, the boat was made and launched. Dan Perry and Wm. P. Squires did most of the preliminary work. It might be interesting to know just how a boat of that kind, containing several thousand feet of plank and lumber, is built. In the first place, it is built bottom side up in order to seal all the cracks and knotholes. It has to be corked and sealed with tar and rosin. Then, to turn the boat right side up, the guy ropes are attached at each end of the boat and connected with pulleys on cables. The boat is then skidded into the water, still bottom side up. To get it turned right side up, one side of the boat is loaded with rock, and this, with the current of the water, turns it up properly.

In conclusion, the boat was operated at that point for a few years and was then sold and moved down to a point on the main river near what is known as the Big Buttes.

—Z. E. Squires.

MAC TUCKER'S FERRY

Sometime before the year 1886, a man by the name of Mac Tucker owned and operated a ferry boat on the Snake river west of Blackfoot, about where the bridge now stands. Mac didn't do much business, he says, because there were not many farms across the river. One spring he grew restless with nothing to do and decided to take a team of oxen to Salt Lake for a load of salt and haul the salt to Butte, Montana. He left the ferry with an Indian friend named Ben Willet, and was gone all summer. During his absence people began to buy across the river and Ben made more money with the ferry than Tucker did with the load of salt. A Mr. E. A. Doud came about 1886 and he says that all he saw of the ferry was a snubbing post and the huge ferry cable coiled beside the post. But Tucker and the Indian, Ben, often talked with Mr. Doud and one of their most controversial subjects was when Ben was going to "settle up" with the ferry money. The ferry cable was a huge steel line one and one-half inches in diameter, made up of several fine eighth-inch cables rolled together. After the ferry was abandoned, early day farmers unwound the cable and used the smaller lines as cables on hay derricks.

